

GREAT SPEED ON THE CENTRAL.

Empire State Express Engine Travels at the Rate of 112 1-2 Miles an Hour.

BUFFALO, N. Y., May 11.—If the New-York Central officials wanted a record for their new engine, No. 999, preparatory to exhibiting her at the World's Fair, they have got one now that beats the world. It is 112½ miles an hour.

On Tuesday the Empire State Express, drawn by this marvelous machine, made 102 miles an hour, a great record in itself, but Engineer Charles Hogan said she was not feeling well that day and could do better. She was given a night's rest here, and yesterday morning was brought out, looking ponderous, trim, and stately, and sent down to Syracuse for another trial.

The Empire State Express arrived in Syracuse on time, and Hogan and No. 999 were ready to take her. The engine was coupled on and the train left Syracuse on time. Hogan let her out a few times on the way to Rochester, just to see if she was feeling good, and finding that she responded to every touch of the throttle he contentedly bided his time. He did not want to get ahead of his schedule and he brought her into the Rochester depot at just the right moment. The test of speed was to come between Rochester and this city. Soon after leaving Rochester Hogan slowed her down a little, for he intended to make up the time at the western end of the trip. Passing Batavia, the train was rushing along at an easy gait of a mile a minute. Then Hogan let her out. The speed increased as the engine flew along, and just before reaching Crittenden the record of Tuesday of a mile in thirty-five seconds was equaled. But this was exceeded just this side of that station, when the new world's record of a mile in thirty-two seconds was made.

This is equivalent to 112½ miles an hour. A speed nearly as great was kept up until Forks Station was reached, and then Hogan slowed her down and allowed her to enter Buffalo at her customary speed, arriving on time.

The passengers on board said that the train flew along with the same steadiness that would have accompanied a slower rate of speed. There was no unusual swaying or jolting, and only persons who were looking out for manifestations of extraordinary speed would have noticed that the clickety-click of the rails sounded like the roar of musketry, and the telegraph poles along the track seemed like pickets in a fence.

At a meeting of the Executive Committee of the New-York Central Railroad yesterday the determination was reached to begin the running of the twenty-hour train to Chicago on the 28th inst. The train will be known as the "Exposition Flier." The question of fare has not yet been definitely settled. Doubtless the action of the Trunk Line Presidents to-day will have some effect on the rate. An advance of from \$5 to \$10 on the regular fare will probably be charged. The speed of this fast train will be about fifty miles an hour.